RELIGIOUS INTELLIGENCE.

A Contrast—Methodism, Then and Now.

The editor of a New York cotemporary—the *Christian Chronicle*—has attended a Methodist church—the elegant edifice of that denomination located on the corner of Fourth avenue and Twenty-second street—and, in the current number of his paper entertains his readers with his impressions. He speaks, professedly from observation, of the marked contrast between Methodism as it is now exemplified in fashionable churches, and as he witnessed it in barns, and groves, and private houses, fifty years ago. The picture drawn represents this now numerous and influential denomination as having exchanged the simplicity and deep spirituality of its early history for that worldliness of other sects, against which it was originally arrayed; for having exchanged its rude, obscure places of worship for Archepiscopal palaces, with broad galleries, lofty, frescoed ceilings, extended aisles, rich carpetings, and cushioned pews; hard floors to kneel upon for footstools soft as down; their plain Quaker like dress for such gorgeousness and extravagance as, in Wesley's day, would have consigned its wearer to the lake of fire, and for having substituted for their soul-stirring vocal melodies of fifty years ago the fantastic operatic airs of pealing organs. The writer furthermore deplores the decay of spiritual power consequent upon this improved *temporal* condition of the Methodist body, and quotes the prophetic remark of a plain, hard-working class-leader, nearly half a century ago, to the effect that the "Methodists would fall away like other denominations, and when they did that their peculiar power would pass to other hands, leaving them great in nothing except exterior show."

However applicable these comments may be to the Methodist church elsewhere, they are too sweeping for the latitude of Philadelphia, where the fervor and zeal of Methodism, under the lead and direction of her efficient, devoted, and self-sacrificing clergy, are, so far as we are enabled to judge, preserved in all the vitality and vigor of youth. It is, moreover, manifestly unfair to estimate the *tendencies* of a religious body, by any symptoms it may exhibit in the city of New York, where deterioration in everything that is spiritual is just as natural as for "sparks to fly upwards," where the angel Gabriel could scarcely be expected to keep himself unspotted from the world," were he to condescend to become a resident of that "Metropolis."

The following, from the London *Standard*, would indicate that the same degrading tendencies, however, are apparent in the chief city of England:

"Supposing the statistics of the late Conference be correct, the facts of the case are by no means cheering. Methodism, in all that appertains to agency, has of late years been much improved, and, speaking of the manner after men, we have a right to expect corresponding results. The inference we draw from the whole is this, that the work of God is rapidly advancing.

"We ought, perhaps, to remark on some of the figures: take, then, for example, the metropolis. London contributed a total increase of three hundred and thirty four; now, dividing this sum by the number of London societies, it will be found that the quotient is very small—little more than one! It is further to be remembered that the strength and flower of the Methodist ministry is in the metropolis, so that the above must be regarded as the *administration* of the Word; and yet such are the facts.

"Mr. Spurgeon alone has added much more to his church, although they have had to pass through the flood to get into it. A number of Independent churches have added a third of the above total, and some considerably more.

"Look, again, at Bristol, immemorially one of the strongholds of Methodism, and there we find the additions only 654, but nearly double those of the metropolis. Liverpool, Manchester, and Nottingham, we think present a more satisfactory aspect; but, on the whole, there is much reason for humiliation and prayer, and redoubled energy throughout the whole domain of Methodism, as well as every other section of the Church of Christ."

The *Methodist* draws its data largely from the "Statistics of Methodism in Great Britain, as given in the report to the late Wesleyan Conference," from which we perceive that their increase in membership for the year 1862-3 is 4,448, though eleven districts reported a decrease of 1,626 members in this period. The largest accession was reported for Cornwall, while Leeds, Hull, and Wales showed some diminution. The entire membership reported to Conference is 329,704, an increase of 43,441 since the year 1852. Still, the fact that the number of members in connection with the same Conference was in 1849 upwards of 350,000, shows that even numerically, the Wesleyan body in Great Britain has suffered a decline of over 20,000 in the last fourteen years. The *Methodist*, in commenting upon these statistics, says: "The growth of Methodism does not keep pace with the growth of population in the great centres of activity, and the ratio of the present growth of Methodism, both in the Old World and in the New, is a subject which may well occupy its best minds and hearts."

We may add to all this, without injustice, that the legitimate field in which primitive and unadulterated Methodism always has, and probably always will flourish best, is in its *pioneering* capacity, in breaking up the fallow ground and leading the way for more ostentatious denominations to follow.

REPORMING OF THE CHURCHES.—Last Sunday, being the first Sunday in September, witnessed quite a resurrection among the churches of our city. The interval of rest, which a large number of our congregations have of late years adopted during July and August, by general consent runs its course by the first of September, and the reunions which took place on Sunday last between pastors and people, and between Sabbath-school teachers and the same churches, were numerous and pleasing, the indications being that the relaxation of the past weeks will be more than compensated by the increased zeal and energy accumulated by the cessation from active services, the more especially because of the happy change which the past two months have wrought in the situation and prospects of our country.

The cheering success of our armies, by the way, was made a general subject of thanksgiving to God, and in many cases the theme of able and patriotic discourses. The few churches that were not ready to resume their accustomed routine of services on last Sunday, are, with but one or two exceptions, expected to do so to-morrow.

PAUCITY OF OUR SUNDAY SCHOOLS.—Among the most pleasing humanitarian features developed by the war, is the intelligent activity displayed by little children, in their endeavors to mitigate the sufferings of our brave soldiers. To no appeals have the Sunday Schools of our city responded with as much liberality and alacrity, as to those made in behalf of the sick and wounded in the military hospitals. The Christian Commission, a national beneficent association, under the presidency of our respected townsman, George H. Stuart, Esq., has been particularly successful in evoking their co-operation.

We have a special reason for alluding to this subject to-day. We had yesterday shown to us, at the rooms of the Christian Commission, No. 11 Bank street, a handsome lot of what are designated "housewives," made for the soldiers in the army by the school connected with the Fifth United Presbyterian Church, located at Twentieth and Hamilton streets, of which the venerable Mr. Hanna is pastor. The "housewife," intended for gratuitous distribution among the soldiers, consists of a neat little flexible case, easily carried in the pocket, furnished with needles, (of various sizes,) pins, buttons, thread, a pair of scissors, and a religious tract, and is just such an article as we should think would be invaluable to the soldier. We sincerely hope that those having Sunday schools in charge will make it a point to see the article described, and set their children to work at once to imitate the school above referred to, as in no way can their little fingers render more valuable services to the soldier, and so contribute towards crushing the rebellion, than by furnishing him with a "housewife."

CHRISTIANITY IN SIAM.—The Rev. S. [Mattoon writes from Bankôk, that on the 10th of May the first case of a husband and wife in Siam professing Christianity together took place in the Pentehaburi station of that mission. Mr. Mattoon is engaged in translating the Scriptures into Siamese.

THE MISSIONARY CAUSE IN JAPAN.—The representatives of the Reformed Dutch Church were among the first to enter Japan in the mission of love, and have succeeded in organizing a church at Yeddo, which numbers both Americans and Japanese. They have secured ground for a church edifice and missionary residence, which will, no doubt, in due time be completed, providing our threatened troubles with those eccentric barbarians do not suddenly stop the work.

THE REV. B. T. NOAKES, successor to the Rev Dudley A. Tyng, in the rectorship of the Church of the Covenant, in this city, has tendered his resignation of the charge on account of ill health.

A YOUNG AUTHOR.—Mr. D. W. Hall, of Washington, recently died, leaving a will that after the death of his wife, $3,000 should be given to secure scholarships in Pennsylvania College, for the perpetual help of worthy indigent young men of the Lutheran Church. The wife, however, instead of adhering to the letter of the will, handed over the money for the generous object designated, immediately upon the death of her husband.

REV. DR. LORD, president of Dartmouth College, has had eight sons graduate in that institution.

REV. JOHN E. COOKMAN DRAFTED.—It is reported that among the conscripts in the Ninth Congressional district of New York, is the Rev. John E. Cookman, (Pastor of the Methodist Church at Harlem,) formerly of this city, and son of the distinguished George G. Cookman, who was chaplain to Congress, and who was a passenger on board the unfortunate steamer President. The papers assert that Mr. Cookman has determined to shoulder his knapsack and serve in person.

ROMAN CATHOLIC CONGRESS AT MALINES.—On the 18th a general assembly of Roman Catholics was opened at Malines, in Belgium. Amongst those present were Mgr. Ledochowski, the papal nuncio, Cardinal Wiseman, and many other English Roman Catholic prelates, the Roman Catholic Bishop of Adelaide, the Archbishop of Jerusalem, &c. The assembly was opened, after a solemn high mass celebrated in the Metropolitan Church of St. Rambaut, by an address from Mgr. Sterckx, cardinal-archbishop of Malines, who said that, as the object of the meeting was to do service to the Church, they should, above all things, aim at practical conclusions and useful measures. All proper opinions might be enunciated, all measures calculated to do good might be proposed, and all might be discussed, defended, and opposed with the greatest freedom. M. de Gerlache, the president of the congress, then addressed the assembly. On the 19th, M. Ad. Dechamps, deputy, made a speech on the triple objects of the congress. M. de Montalembert developed and explained the famous formula of "a free church in a free state." Three Polish priests discoursed on the position of Roman Catholics in Poland, and Count A. Foucher de Careil spoke on the union of peoples and the persistence of the feeling of national independence.

ORATION OF BISHOP COLENSO.—The Bishop of Cape Town, as Metropolitan of South Africa, has cited Dr. Colenso, Bishop of Natal, to appear before him on the 17th of November, in his court at Cape Town, to answer certain charges preferred against him connected with his recent volumes on "The Pentateuch and the Book of Joshua." The usual preliminary notices have been served upon Bishop Colenso in London, but it is understood that in consequence of the recent decision of the Judicial Committee of Privy Council, in the case of *The Bishop of Cape Town vs. Long*, the Bishop of Natal will deny the authority of the Bishop of Cape Town as Metropolitan, and that thus in all probability the whole proceedings will fall to the ground upon technical points. Bishop Colenso is still in England, and has given no intimation of any period at which it is likely he will return to his African diocese. He has appointed a commissary during his absence.

THE NESTORIANS.—Rev. Dr. Perkins, of the American Board, writes from Oroomiah that the Shah of Persia, probably instigated by French influence, has issued a firman which threatens the total suppression of missionary labor among the Nestorians, and that all hope of relief is cut off.

BISHOP JANES reached Yreka, on his way to Oregon, on Saturday, August 1. On Sunday he preached in the morning and evening, and addressed the Sunday school in the afternoon. At four o'clock next morning he resumed his journey.

North Pennsylvania R. R. Co.

The following communication, from the Board of Directors of the North Pennsylvania Railroad Company, was presented to select Council at their meeting on Thursday last:

OFFICE NORTH PENNSYLVANIA RAILROAD CO., PHILADELPHIA, Sept. 7, 1863.

To James Lynd, Esq., President of Select Council:

SIR: The resolution passed by Select Council on July 30, 1863, together with the copy of the report of the Special Committee of Chiladelphia, and copy of "An ordinance to increase the value and made productive the investment of the city in the stock of the North Pennsylvania Railroad Company," has been received, and, in compliance with said resolution, the following statement is presented:

The act incorporating the Lehigh and Delaware Water Gap Railroad Company was approved May 4, 1857. (See P. L., 1858, page 562.)

On December 1st, 1859, the North Pennsylvania Railroad Company leased to that company their Shimersville branch, for a term of twenty years, at a nominal rent of one dollar per annum, conditional on the Lehigh and Delaware Water Gap Railroad Company constructing their road, and building a bridge across the Lehigh river, and making a connection with the branch before the first day of December, 1862. That company having failed to build their road and bridge, as stipulated, the said lease became void.

Under date of December 9th, 1862, A. H. Reeder, Esq., president of Lehigh and Delaware Water Gap Railroad Company, made application to have the lease renewed. This company did not agree to renew the old lease, but adopted the following resolution on January 8th, 1863, a copy of which was furnished to Mr. Reeder, to-wit:

Resolved, That this company will rent or lease their right of way, road bed, and bridges over and on the "Shimersville Branch," from a point at or near Iron Hill to the Lehigh river at or near Shimersville, in Northampton county, Pennsylvania, to the Lehigh and Delaware Water Gap Railroad Company for the term of twenty years from the first day of January, 1863, at and for the annual rent of one dollar: *Provided*, however, that said lease shall not be executed, or be in any way binding on this company until the Lehigh and Delaware Water Gap Railroad Company shall have their railroad graded from Freemansburg to Easton, and ready for the superstructure, and shall have erected their bridge across the Lehigh river at Freemansburg, which said grading of road and building of bridge shall be finished and completed on or before the first day of January, 1865: *And also provided*, that this proposition be accepted by the Lehigh and Delaware Water Gap Railroad Company within ninety days from this date, and that the said Lehigh and Delaware Water Gap Railroad Company shall have put the grading of road and building of bridge under contract, and the work shall have actually commenced before the first day of July, 1863: *And provided*, also, that said lease, when made, shall not be sold, or transferred or altered, without first having the consent of at least three-fourths of the whole number of the Board of Directors of the North Pennsylvania Railroad Company.

On April 27th, 1863, Wm. L. Hirst, Esq., made personal application to have the time extended for accepting the terms of the foregoing resolution; when the time was extended until June 1st.

On June 4th the following letter was addressed to Mr. Reeder:

OFFICE NORTH PENNSYLVANIA RAILROAD COMPY, PHILADELPHIA, June 4, 1863.

A. H. Reeder, Esq., President Lehigh and Delaware W. G. Railroad Company:

DEAR SIR: I am asked by our directors and others interested in our road what I know of the actual condition of the Lehigh and Delaware Water Gap Railroad Company.

1st. The hearty good will of the directors and other officers.

2d. The amount of stock subscribed and the amount paid in.

3d. The amount of debts outstanding and their nature.

4th. The amount of work done.

5th. The condition of the right-of-way account, whether any settlements made or agreed upon.

6th. As to any existing contracts.

I would like to be able to give satisfactory answers on the above points, and if there is no objection on your part to furnish the information, I would be glad to have it. Yours, with respect,

F. A. COMLY, President.

Which letter Mr. Reeder orally acknowledged the receipt of, but declined answering the questions.

On June 16th, 1863, the following resolution was passed:

Resolved, That the Board will consent to lease the Brancher road from the junction to Shimersville, in the condition it was in at the time the former lease was executed. *Provided*, that this consent shall have no effect whatever until the road from Shimersville to Easton, with bridge, shall be graded, ironed, and ready for running. And that the whole subject be referred to the Road Committee to prepare a lease, and submit it to the Board, with such modifications as they may deem proper.

The Committee have not yet reported on the subject.

On August 13th, 1863, the following resolutions were offered by William L. Hirst, Esq., and passed by a vote of 4 to 3.

Resolved, That this Board consider that the proposed railroad connection with Easton would be promotive of the interests of the North Pennsylvania Railroad Company.

Resolved, That this Board, sensible of the advantages of such connection, unanimously passed the resolution of the 16th ultimo; and that a copy thereof, together with these resolutions, be forwarded to James Lynd, Esq., President of Select Council, to be laid before Council in answer to the communication of Select Council to this Board.

The action of A. H. Reeder, Esq., President, to Councils, was not submitted to the Board or officers of this Company, nor had they any knowledge of it (officially or otherwise), before it was presented.

As regards the estimates therein of the increased business over the North Pennsylvania Railroad by the building of the Lehigh and Delaware Water Gap Railroad, reference to the Annual Report of the Belvidere Delaware Railroad Company, for the years 1861 and 1862, made to the Legislature of New Jersey, will furnish reliable data as to their correctness, and show that the Easton trade has been greatly over-estimated.

The total net earnings of that company, for the year 1861, were but $78,554.98; and, for the year 1862, but $113,434.92, which also includes the business of their Flemington branch road. In the year 1861 that company carried to Trenton, and other points on their road, 146,622 tons of coal; and in the year 1862, 125,503 tons, the transportation of which is included in the above amounts. The total receipts on both passenger and freight account, between Easton and Philadelphia, in 1862, amounted to but $17,500, notwithstanding the charges on freight over that road are unusually low.

The extensive coal and iron operations of the Lehigh have changed the channels of trade, and Easton has ceased to be the distributing point it was before the several railroads were built; there are now three railroads and two canals contending for the trade of that place.

If it be the object of the Lehigh and Delaware Water Gap Railroad Company to build a road from Easton to Allentown (as a supplement to their charter granted by the State of Pennsylvania, for forming a link in a through line between Harrisburg and New York, via Lebanon Valley, East Pennsylvania, and Central New Jersey Roads, it is unfortunate whether the city of Philadelphia would be benefited thereby.

But should the object be merely to secure a connection with Philadelphia, via the North Pennsylvania Railroad, the proposed connection via Shimersville does not possess the advantages that a connection at Bethlehem presents. The little difference in distance would be much more than overcome by the many other advantages over the Shimersville route.

The present existing arrangements between the Lehigh Valley Railroad Company and the North Pennsylvania Railroad Company are, in the main, of a harmonious character, and anything likely to disturb them should be well considered before being entered into. The North Pennsylvania Railroad Company's share of the joint freight business, in the year 1862, amounted to $156,580, being over 60 per cent. of entire freight earnings of the company. And 20,916 passengers were carried, in connection with that road, of which 8,004 were between Easton and Philadelphia. The opening of the Penn Haven and Weatherly Railroad (now nearly completed) will add largely to the joint business of the two companies; the care of the North Pennsylvania Railroad Company will then be carried through from Philadelphia to Wilkesbarre, in Wyoming Valley, over fifty miles shorter distance than either of the other routes.

The earnings of the company for the fiscal year ending November 30th, 1862, were $397,186.26, and for the first eight months of the present fiscal year $316,776.26, against $245,154.24 for the same time last year, being an increase of $70,533.02.

The title of the ordinance referred to purports that "it is expedient to increase the value and make productive the investments of the city in the stock of the North Pennsylvania Railroad Company."

That be the only object in view, while an additional connection with Easton may be desirable, the project does not appear to possess sufficient merit to recommend itself to a favorable consideration, as it is not likely that the road, if built as proposed, would pay working expenses and interest on its cost.

The North Pennsylvania Railroad Company is now clear of floating debt, and the earnings show a regular yearly increase. So far, the present year, the increase has been near thirty per cent. over the corresponding time last year; and, from present indications, the net earnings of the year will be some $40,000 over all expenses and interest, a sum sufficient to provide the additional rolling-stock necessary for the accommodation of the anticipated increase of business during the coming year.

Respectfully submitted,

By order of the Board of Directors,

F. A. COMLY, President.

NOTE.—At a meeting of the Board of Directors, held on the 7th inst.; the foregoing communication was approved by a majority of the whole Board, the vote being 7 to 4, and has since been approved by a member who was then absent from the city. As the number of passengers and tons of freight carried over the Belvidere Delaware Road were omitted in the communication, I would state the number of passengers carried by that road in 1862, from Philadelphia to Easton, was 1,912, and from Easton to Philadelphia, 1,800; and the tons of freight from Philadelphia to Easton were 1,659, and from Easton to Philadelphia, 2,448.

F. A. COMLY, President.

PHILADELPHIA, September 9th, 1863.

THE CITY

The Thermometer.

SEPTEMBER 11, 1862.			SEPTEMBER 11, 1863.		
9 A. M.	12 M.	3 P. M.	9 A. M.	12 M.	3 P. M.
71	80	81	57	73	75
WIND.			WIND.		
NE.	E by S.	E NE.	NE.	SSE.	E by S

THE NEW SCHOOL HOUSES.—The Directors of the Fifteenth School Section, in answer to certain inquiries from a committee of the Board of Control, state there are not schools sufficient in that section to accommodate the increasing demand for school facilities. They aver that a primary-school building is wanted in the vicinity of Seventeenth and Callowhill streets, to take the place of the present rented one on Sixteenth street near Vine street. A primary-school building is wanted between Broad street and Seventeenth street, and between Spring Garden and Coates streets. This would do away with two rented buildings, both of which are altogether unfit for school purposes. A primary-school building is wanted west of Twenty-third street and north of the railroad on Pennsylvania avenue. This would do away with a rented building on Mount Vernon street, quite unfit for the purpose.

In reference to new school-houses, the annual report of the Board of Controllers, just issued, says: "A number of school-houses have been built during the past year, all of which reflect credit upon those engaged in their construction. One especially, in the Fifteenth section, surpasses anything of the kind heretofore erected in this city, not only in the beauty of the exterior and its surroundings, but also in the completeness and comfort of its internal arrangement. It will be pointed to with pride as a monument of the enterprise of our City Councils, and their interest in the cause of education. The new school-house, now in course of construction in the Second section, though less imposing than the one above mentioned, is more capacious, being the largest school-building in the city. It will contain, when finished, twenty-two divisions, and will accommodate about twelve hundred pupils. In addition to these, there are now in course of erection four new school-houses, which, on being completed, will accommodate 2,400 pupils.

THE LATE ROBERT DESILVER, Esq.—At ten o'clock to-day, by order of the administrators to his estate, the whole personal property of the late Mr. Desilver will be sold by auction, at his residence at Holmesburg. It will include the household furniture, silver plate, piano, organ, curtains, library furniture, horses, carriages, cows, green-house and other plants, &c. Mr. James A. Freeman will wield the hammer. Cars for Holmesburg leave the Kensington depôt at nine o'clock A. M., and repeatedly during the day. The effects are valuable; many are from China and India.

NESHAMINY MASS MEETING.—A mass meeting of the citizens of Bucks and Montgomery counties was held, on Thursday, in the grove near Hartsville, on behalf of the Ladies' Aid Society of Hartsville, for the relief of sick and wounded soldiers. Addresses were delivered by Rev. J. Belville, of Hartsville; the Hon. Judge Knox, and Rev. A. G. McAuley, of this city. There was a large attendance and much enthusiasm. A large amount of money was raised for the noble object above specified.

REDECORATION OF A CHURCH.—The Methodist church, Catharine street, between Sixth and Seventh, is undergoing considerable alteration and improvement. It has been repainted and repapered throughout, and will probably be opened to the congregation to-morrow week. It will present a fresh and pleasing appearance. The pulpit and its back ground have been frescoed, and the walls and ceiling have been tastefully papered. Much care has been bestowed upon the finishing of this edifice. The substitution of an iron railing instead of a brick wall between it and the adjoining school house, will give to the grounds a lighter and more graceful character. The skill with which the pulpit is frescoed, and the taste which characterizes every portion of the improvements, are such as will commend themselves to every observer. When completely refitted, so improving will be the innovation that one will scarcely be able to recognize the identity of the new church with the old.

EXHIBITION OF THE PENNSYLVANIA STATE AGRICULTURAL SOCIETY.—As the season for agricultural and horticultural exhibitions is at hand, those intending to become exhibitors should bestir themselves. The grand exhibition of the Pennsylvania State Agricultural Society will commence at Norristown the 29th of September, to continue four days. The grounds selected for the exhibition are very beautifully located, commanding a view of the fine country adjacent for miles. The arrangements are in process of completion, and everything is being done which will promote the comfort and convenience of exhibitors. The premiums amount to $6,000, a number of them being very liberal. A hope is entertained that our manufacturers will be liberally represented on the occasion, and that the exhibition will be a credit to the State and to the Society. Every arrangement has been made for the transportation of articles for exhibition to and fro. Premium schedules may be obtained of A. M. Spangler, No. 25 North Sixth street, or of the secretary, A. B. Longaker, Norristown, Pa.

A NUISANCE.—A large number of barrels, containing petroleum, have been stored on a lot on Washington avenue, between Ninth and Tenth streets, which are the cause of a series of complaints from persons residing in the neighborhood, who are constantly exposed to the obnoxious smell of the compound. The saying may be true that petroleum has a beneficial effect upon the health, but still there is a greater cause to complain, from the fact that if a fire were to take place within its bounds the surrounding property would no doubt be entirely destroyed. The city officers who have charge of such matters should give attention to this before it is too late.

ARRIVAL OF A PRIZE SCHOONER.—The prize schooner "Carmita" arrived in the Delaware river Tuesday, in charge of Ensign Hamilton, and now lies at anchor about two miles below the Navy Yard. She was captured some time since by the U. S. steamer "Bermuda," off Pas Valeo, Texas, and bound for Belize, Central America. Her cargo consisted of 161 bales of cotton. The crew, which comprised nine men, including the captain and mate, were brought down to the Bermuda, and placed on board the receiving ship Princeton.

ACCIDENT.—About ten o'clock on Thursday night the locomotive and two cars of a freight train on the Baltimore Railroad ran into the Brandywine creek, in consequence of the draw being open. The passenger train had just passed over the bridge, after which the draw was opened. The freight train came along, and the engine and cars were precipitated through the opening. Wm. Wood and Henry Howard, brakesman, were much injured in consequence.

MUSTERED OUT.—Colonel Small's regiment and Colonel McLean's regiment have been mustered out of service. The former counted about in squads yesterday. Several fights occurred between some of them in the vicinity of the State House. Arrests were made, but the parties were let off with a reprimand.

COTTON TO BE SOLD.—Over fifty bales of cotton brought to this port by the bark "Petrie" and steamer "Bermuda," will be sold by auction at the foot of Queen street, about 12 o'clock to-day.

LEGAL INTELLIGENCE.

United States District Court—Judge Cadwalader.

The court was engaged yesterday with habeas corpus cases of drafted men whose claims for exemption have been disallowed by the board of enrollment in their respective districts. These cases have multiplied greatly of late, and bid fair to occupy much the greater portion of the time of the court. They present the same general features as those already reported, and hardly merit the time spent on them.

Court of Over and Terminer and Quarter Sessions—Judge Ludlow.

The court was engaged yesterday with the ordinary business of the term, and the cases tried are of no public interest.

THE POLICE.

[Before Mr. Alderman Beitler.]

The Alleged Stolen Watches.

Frederick Buckhalter, Sr., Frederick Buckhalter, Jr., David Kahler, Peter Everhart, and Adam Greip, were arraigned at the Central Station, yesterday afternoon, on the charge of being implicated in stealing coal, the property of the Reading Railroad Company. These parties were taken into custody by Messrs. Taggart and Levy of the Detective force. The main points of the evidence are, that the young Buckhalter carried yesterday a two-bushel bag of coal; Kahler owns a horse and cart, used in taking away the coal; Everhart claims the loan of said horse and cart on last Monday morning, when the wholesale streets were made.

The evidence against the older Buckhalter set forth that he has at least six tons of coal in his cellar, which the officers alleged was stolen. There was no evidence adduced against Greip. The two last named were held to bail to await a hearing, and the other three were bound over to answer at court.

Disorderly Houses.

Margaret Turner, Sarah Ann McIntosh, and Margaret Stewart were arraigned on charge of keeping disorderly houses in Bucks court, in the neighborhood of Sixth and Catharine streets. Officers Lewis, Mrs. Eliza Mitchell, Wm. Roberts, Mr. McIntocker, Wm. Mitchell, and Bernard McGirr were examined as witnesses. The evidence was that on Friday morning there was continual fighting in and about these houses; much profane language was used, and the moral feelings of the respectable people shocked. The defendants were required to enter bail in the sum of $800 each to answer.

A Know-nothing Witness.

A young man was arraigned at the Central Station yesterday afternoon on the charge of larceny. The suit was instituted by Patrick Geary, who certainly proved himself to be a excellent a witness against himself as you have heard of for some time past. His testimony, briefly stated, was, that the defendant and two other young men stopped at the house of complainant, and took supper and some other refreshmen s and paid two dollars. Defendants was requested to accompany complainant to the yard and staid there some time, and then came in again, and then went out.

"What did he steal?" asked the alderman.

"A plated watch and some other things."

"How much altogether?"

"Well, sir, the watch was worth from ten to *fifteen* dollars."

"How much does the whole amount stolen come to?"

"I don't know, sir; I guess a hundred and fifty dollars?"

"What do the articles consist of?"

"I can't tell exactly; there was some money, and there was some jewelry, locked up in the bureau-drawer, that had not been opened for more nor a year before, sir."

"Where is the bureau?"

"In the assembly story."

"You are sure the watch was taken?"

"Yes, sir."

"Anything else?"

"That is more nor I can tell; two bureaus, two trunks, and a closet, were broken open, and the things were taken."

"What things?"

"Well, that's more nor I can tell."

"Was there any jewelry taken?"

"Yes, sir."

"What kind?"

"That is more nor I can tell."

"Did you see the young man go up stairs?"

"No, sir."

"Where was he?"

"Down stairs."

"Was there anybody else there?"

"I don't know."

"What makes you think he stole the things?"

"Well, I think him or his partner."

Mrs. Geary testified to the fact that her trunks and bureaus were broken open and about $15 in money taken, dit not know anything about the prisoner.

The defendant was promptly discharged. The above is a fair specimen of a great deal of evidence which magistrates are often compelled to listen to.

[Before Mr. Alderman Comly.]

The Frankford Shooting Case.

Alonzo Doran was arraigned on Thursday night at the Frankford station, on the charge of committing an assault and battery on Thomas Dickson, with intent to kill. The defendant was committed to await the result of the injuries received by Mr. Dickson. Hopes are entertained for the recovery of the wounded man.

[Before Mr. Alderman Gibson.]

Attempt to Shoot.

Roger McGovern, of the district of Spring Garden, arraigned at Manayunk yesterday, on the charge of attempting to shoot Patrick Nulty on Monday night last. It is said the defendant fired one shot from a navy revolver at the complainant, but missed his aim. An old feud, it is said, exists between the parties.

PHILADELPHIA BOARD OF TRADE.

JAMES B. CAMPBELL, S. DE COURSEY, JAMES C. HAND. } COMMITTEE OF THE MONTH.

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

Ship Saranak, Rowland ..... Liverpool, soon
Ship Sedbergh, Roberts ..... Liverpool, soon
Brig Rila Reed, Jarman ..... Havana, soon
Brig Keoka, Burns ..... St Domingo City, soon
Brig Ida (Br), Collins ..... Barbados, soon
Schr Greenland, Evans ..... Matanzas, soon
Schr St Lawrence, Kinch ..... Port Spain, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Sept. 12, 1863.

SUN RISES ..... 5 46—SUN SETS 6 14
HIGH WATER 2 2

ARRIVED

Ship Marcia, C Day, Cease, 37 days from Liverpool, with mdse to John R Penrose.
Brig Emma, Baker, 7 days from Boston, with mdse to Twells & Co.
Schr L S Levering, Corson, 6 days from Boston, with mdse to Thos E Cahill.
Schr Edwin Reed, Goodspeed, 5 days from Boston, with ice to captain.
Schr S E Parker, Fitzgerald, 5 days from Alexandria, in ballast to Twells & Co.
Schr Ann Percomp, Kemp, 6 days from Gloucester, with mdse to Geo B Kerfoot.
Schr J Maxfield, May, from Boston, with mdse to captain.
Schr Rescue, Kelly, 2 days from New York, with salt to Wm Bumm & Son.
Schr James House, Baker, 12 days from Gardiner, Me, with ice to Thos E Cahill.
Schr C E Kisber, Mason, 6 days from Boston, with ice to Thos E Cahill.
Schr J G Austin, Higgins, 5 days from Portland, with ice to Thos E Cahill.
Schr John G Whilby, Henderson, 1 day from Delaware City, with grain to Christian & Co.
Schr Ripple, Jackson, 1 day from Smyrna, with grain to Jas L Bewley & Co.
Steamer Alida, Lenny, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Frank, Shropshire, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Tacony, Pierce, 24 hours from New York, with mdse to W M Baird & Co.
Steamer M Massey, Smith, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Well, Jones, 24 hours from New York, with mdse to W M Baird & Co.

CLEARED.

Bark Irma, Russell, Barbadoes, H A Souder & Co.
Brig G I Frost, Lee, Fort Royal, J E Bazley & Co.
Brig J Means, Wells, Boston, Day & Huddell.
Brig Alnavis, Reed, Boston, L Audenried & Co.
Schr C A Heckscher, Stubbs, Boston, J Milnes & Co.
Schr S E Parker, Fitzgerald, Newburyport, Twells & Co.
Schr R L Tay, Clark, Boston, Bancroft, Lewis & Co.
Schr R Hickey, Tice, Newbern, H A Adams.
Schr Thos Twibill, Crawford, Washington, do.
Schr Milton, Hulse, New Haven, Bialkiston, Graff & Co.
Schr Armenia, Cavalier, Providence, Castner, Stickney & Wellington.
Schr H Willetts, Granmer, New London, R A Quintard.
Schr Eliza Farrell, Lake, New Haven, R B Powell.
Schr J Herbert, Parker, Boston, Sinnickson & Glover.
Schr Presto, Corkrin, Round Top, Md, C P Morton & Co.
Schr Judge Hopkins, Marval, Washington, J B Roberts.
Str J S Shriver, Dennis, Baltimore, A Groves, Jr.
Str Hope, Bowen, New York, W P Clyde.

(Correspondence of The Press.)

HAVRE DE GRACE, Sept. 10.

The steamer Wyoming left here this morning with the following boats in tow:Haden and consigned as follows

Eliza J Cuntin, with lumber to Patterson & Lippincott; Gen Geo B McClellan, do to Henry Crookey; Mary Louisa Yardley, do to order; Lycoming and John Platt, do to Adams & Co, New York; Jas Henry, coal to Delaware City.

MEMORANDA

Brig Isabel Bearman, Hutchinson, hence for Gloucester, at Salem 9th inst.
Brig Cirilas, Rowe, sailed from Baker's Landing 9th inst. for Philadelphia.
Schr Roanoke, Paull, hence, at Bristol 9th inst.
Schr Logan, Baker, from Providence, at Bristol 9th inst, to load for Philadelphia.
Schr R W Morse, Benton, hence, at Dighton 9th inst. for Taunton.
Schr Thos P Cooper, Taylor, hence, at East Greenwich 9th inst.
Schr Clara Wells, Brown, hence, at Boston 10th inst.
Schr Chris Loesser, Laws, cleared at Boston 10th inst. for Philadelphia.
Schrs Abigail Haley, Haley, Horace, Higgins, Lamartine, Goldthwaite, and Ida L Howard, McDuffie, hence, at Salem 9th inst.
Schrs Benna Viola, Phillips, hence, at Fall River 8th instant.
Schr Little David, Peterson, Margaret Powell, Fenton, Sarah J Hoyt, Cramer, Deborah Jones, Talem, Mary Price, Blizzard, Z L Borrit, Leper, and Mary, Hickman, hence, at New Bayou, 9th inst.
Schr Hume, Phinney, hence, at Stonington 9th inst.
Schr C A Greiner, Smith, Isabella Thompson, Corson, and Pauline, Clark, hence, at Providence 9th inst—the latter for Pawtucket.

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